

--Bill Reed photo, courtesy Steamboat Photo Co.

STEAMBOAT RIVER - I

By Frederick Way, Jr.

This photograph is so entirely successful that any remark I may make here will not add or detract from the viewer's enjoyment of it. There is a timeless quality, and anyone familiar with the upper Ohio or Monongahela will recognize the story--a towboat shoving coal. Our grandfathers would see it so, and our fathers, too; just as we do. Bill Reed was standing on shore just far enough away to catch with his lens a scene which might be dated 1880, 1900, 1920, or 1950 without any disturbance of detail. It's fun to know the boat is the sternwheel VULCAN of the Jones & Laughlin Corporation. She's the last wood-hull towboat in operation around Pittsburgh. She's just passed through the lock at Dashields Dam, down the Ohio River thirteen miles below its source, and in another thirty minutes she will be blowing three long and two short blasts of her whistle, signal for her arrival at J. & L.'s Woodlawn, Pennsylvania, works. Then she'll hitch to some empties and take them back upriver for the Monongahela River mines, just as she has been doing almost continuously since 1910. Bill Reed, one of Pittsburgh's up-and-coming artists, was standing not far from the site of an ancient shipyard when he snapped his shutter. He was at old Shousetown, Pennsylvania (now Glen Willard), where the greatest of all Mississippi packets, GREAT REPUBLIC, was launched late in 1866.

Editor's note: This picture is the first of a series we are privileged to publish from the Way collection, with commentary by Captain Way himself. It is this collection which he and J. W. Rutter handle and market (on a decidedly non-money-making basis) disguised as the Steamboat Photo Company. It is catalogued in Way's Directories (see p.22, below). Of his first three choices, Fred says, "I have selected contemporary stuff.... We are constantly adding new prizes, and some of the modern photographers deserve space and credit. This plan will allow them justice as long as steamboats last, which I hope won't run out in our time."

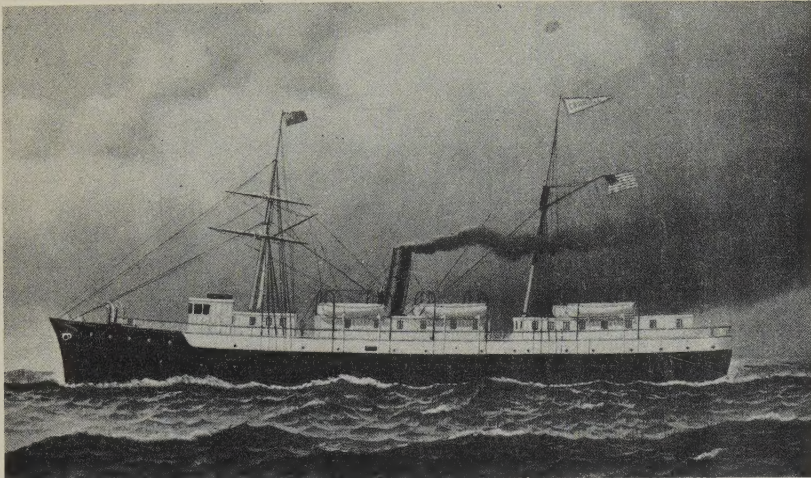


## THE NEPTUNE QUINTUPLETS

By Erik Heyl

Our story begins in the year 1851, when the Commercial Steamboat Company was organized by William P. Williams and Benjamin Buffum--the former president, the latter manager and agent. Three small screw-driven steamers were acquired to provide freight service between New York City and Providence, Rhode Island.

At first, business was very slow in coming; but before long matters had so improved that in 1852 it was decided to add a fourth steamer to the fleet. Williams contracted to construct a vessel, with the understanding that it had to perform satisfactorily before acceptance by the company. For some reason, the steamer's trials were far from satisfactory--to some of the company, at least--and the ensuing dispute resulted in Williams' resignation and the sale of his stock, representing majority control of the company, to the Norwich Line.



CARROLL a PROTEUS

--Courtesy Mariners' Museum, Newport News, Va.

For the next few years, Williams rather dropped out of the public eye; but in 1863 he returned to New York from a South American sojourn and again became active in shipping. It was doubtless as a speculation that he ordered five screw steamers built at the Van Dusen yard. The United States Government was in desperate need of ships and was paying top prices for them.

The set of quintuplets was named GALATEA, GLAUCUS, NEPTUNE, NEREUS, and PROTEUS. Practically identical, they varied from 208' to 209'6" in length and from 34'6" to 35'6" in beam. Their tonnage was 1,244. Each had two inverted direct-acting engines with cylinders 44" x 3' stroke, set at right angles to the shaft. Steam was supplied by two horizontal tubular boilers at about fifteen pounds' pressure.

Before any of the five had been completed, they were sold by Williams to the U. S. Navy Department for \$160,000. apiece. GALATEA and NEPTUNE were each armed with one 100-pound Parrott rifle, two 30-pound Parrotts, and eight 32-pound smooth-bores. GLAUCUS received the same armament, except that she had eight 8-inch smooth-bores

instead of the 32-pounders. NEREUS and PROTEUS each received a 100-pound Parrott rifle, two 30-pound Parrotts, six 32-pounders, and two 12-pound howitzers.

The war careers of our quints were not spectacular, or even exciting. NEREUS was the only one in actual combat, being in the first division of the Federal fleet when it bombarded and attacked Fort Fisher December 24, 1864, and also January 14 and 15, 1865. GLAUCUS sailed from New York March 5, 1864, for Cartagena, with President M. Murillo of Colombia aboard. Later in 1864 and early in 1865, she was stationed off Cuba and the Bahamas to act as convoy for the Panama steamers.

PROTEUS was despatched from New York March 30, 1864, on a futile search for the Italian frigate RE GALANTUOMO, which appeared to be interfering with the blockade. Later PROTEUS captured the British steamer JUPITER loaded with contraband from Nassau to Wilmington, also the steamer RUBY from Havana. In February and March, 1865, PROTEUS and other men-of-war were active in the combined land and sea operations against St. Mark's, Florida. Neither GALATEA nor NEPTUNE was in any action during the war, nor did either make any captures. In fact, they are not even mentioned in the Chronological and Statistical History of the U. S. Navy by Neeser.

After the war, all five steamers were laid up and offered for sale. GALATEA was sold to the Republic of Haiti, and ceased to be an American vessel. She brought \$54,000, and on her arrival in Haiti was renamed ALEXANDRE PETION. As such she took an active part in some of the shooting affrays between the established government and the rev-



olutionaries. She was given an armament of one 100-pounder pivot gun on the spar deck and seven 30-pounder Parrott rifles on the gun deck, according to a report of Rear Admiral Poor, USN, to the Secretary of the Navy in February, 1870.

On July 12, 1865, GLAUCUS was sold to John Henderson of Baltimore for \$62,000; PROTEUS to James Hooper, also of Baltimore, for \$75,000. On August 12, Hooper bought NEREUS for \$73,000, while Henderson acquired NEPTUNE for \$67,000. Henderson and Hooper were Baltimore shipping and commission men, acting as agents for the Baltimore & Ohio Railroad Company in the purchase of these four steamers. In that company's annual report for the year ending September, 1865, it is said that

"By unanimous action the Board in July, 1865, purchased from the Government of the United States four first-class steamships, for the purpose of inaugurating permanent intercourse by steam between Baltimore and Liverpool. The names of these steamers, which had previously been used for naval purposes, were changed, and the following names adopted in their new service, in compliment to counties of the State of Maryland, viz: ALLEGANY, CARROLL, WORCESTER, and SOMERSET."

All four steamers were overhauled, reconditioned, and renamed: SOMERSET a NEREUS, CARROLL a PROTEUS, WORCESTER a GLAUCUS, and ALLEGANY a NEPTUNE. Great hopes were entertained by both the B. & O. president and Baltimore business interests for development of a shipping line between that port and Liverpool.

The new service was begun by SOMERSET, which left Baltimore September 30, 1865, with 300 bales of cotton, 100 hogsheads of tobacco, 6000 bushels of corn, 800 sacks of oil-cake, 40 tons of bark, and a large quantity of dye stuffs. Considerable festivities attended her departure. The service was placed on a monthly basis, and SOMERSET was followed in turn by CARROLL and WORCESTER.

ALLEGANY was never employed on transatlantic work, but instead was operated between Baltimore and New York for a few months, until on December 5, 1865, she went ashore in the early morning on Long Island some 20 miles east of Sandy Hook, while groping through a very thick fog. She rested easily for a few days, and no trouble was anticipated in getting her off. But a gale sprang up about December 8, and by the ninth she was reported to have broken in two and become a total wreck.

It seems more than probable that, by the time ALLEGANY was ready for transatlantic service, her owners had found out that their steamers were far too small for such work, besides being too slow and uncomfortable by contrast to contemporary British and German ships.

Under these circumstances, it is not surprising that the service failed to develop as expected, though the B. & O. stuck to its guns for three long years in the effort to establish its own transatlantic service. Already in 1867 an agreement had been reached between the B. & O. and the North German Lloyd, to provide a fast modern service between Baltimore and Bremen, which had become one of the largest emigration ports in Europe. On March 24, 1868, the first Lloyd steamer, BALTIMORE, arrived at Baltimore, soon to be followed by another steamer built especially for this route. The B. & O. now discontinued its own line, and CARROLL, SOMERSET, and WORCESTER were laid up.

In 1871 or 1872, all three were acquired by F. Nickerson & Company, of Boston, who put them on the Boston-Halifax route. This was the proper route and service for these steamers: they were most successful and performed faithfully and without serious trouble for many years longer. SOMERSET was scrapped about 1886 or 1887; CARROLL and WORCESTER kept on working until both were scrapped at the same time on Nut Island, Boston, in August, 1894.

It will now be necessary to retrace our steps to 1863, after Williams had sold his original quintet to the Navy. In Providence, Rhode Island, mercantile and business interests had for a considerable time agitated the need of an additional steamer line to New York. Williams, as soon as the sale of his first steamers had been concluded, had ordered from the same yard a second batch of five steamers, somewhat larger than the originals. For some reason, four of the new vessels received the same names as their predecessors: GALATEA, GLAUCUS, NEREUS, and NEPTUNE. The fifth was named OCEANUS, and a sixth, ELECTRA, was also ordered.

Having heard about Williams' building activities, the Providence parties arranged to meet him, with the result that the Neptune Steamship Company was formed, George S. Howland being president. As none of the steamers which Williams was building had been completed, the company used the 1500-ton sidewheeler WARRIOR to begin the Providence-New York service. She was soon followed by TRITON. But, in



August, 1864, it became possible to inaugurate a regular service with GALATEA and ELECTRA, which landed at Fox Point wharf. Other steamers were added as fast as they came from the builders.

By the end of the year, the fleet of the Neptune Steamship Company consisted of the combination passenger-and-freight steamers GALATEA, ELECTRA, and OCEANUS, all sisters, the freight steamers METIS, THETIS, and DORIS on the Providence-New York run, and the freighters NEREUS, GLAUCUS, and NEPTUNE on the Boston-New York run. At this time the Neptune fleet was augmented by the steamers of the old Commercial Steamboat Company, which had decided to dispose of its fleet. The deal involved FALCON, EAGLE, SEAGULL, and KINGFISHER, and perhaps one or two older Commercial boats.

All through 1864, 1865, and the first part of 1866, business was excellent. More freight was being offered than could be taken, even though the steamers were being loaded day and night. In fact, the Worcester Railroad Company was forced to declare a 10-day embargo, to cope with the glut of freight that had accumulated.

A plan was now worked out whereby the Neptune Steamship Company and the Stonington Line were merged to form a really gigantic corporation known as the Merchants' Steamship Company. Besides the dozen Neptune steamers, the big sidewheelers COMMONWEALTH, COMMODORE, and PLYMOUTH ROCK of the Stonington Line became members of the new corporation's fleet; while, to head off a rumored opposition line, contracts were let for the construction of two additional steamers, to be named PILGRIM and PURITAN. These were to be the very last word in size, comfort, ele-

gance, and speed, rendering any possible opposition hopelessly uncalled-for.

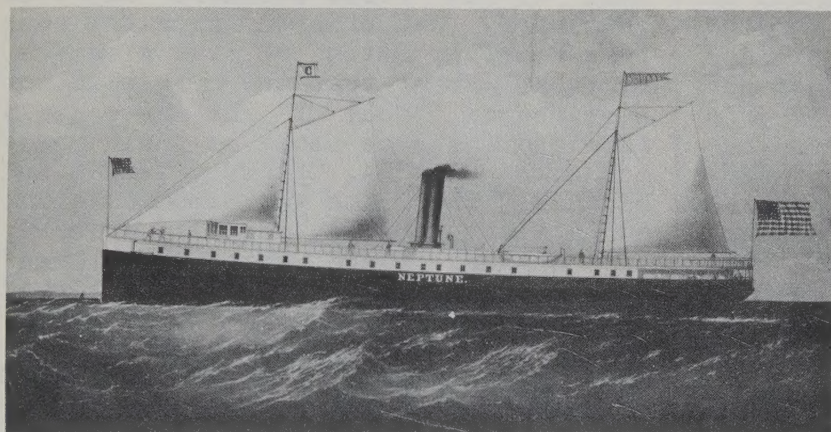
Presently, though, dissensions broke out among the stockholders over the method of financing and constructing these two steamers, which proved to be extremely costly and a serious drain on the resources of the company. Next it sustained the first of a series of disasters which were to bankrupt it before the year was out.

COMMONWEALTH and the company's wharf at Groton, Connecticut, caught fire and both became total wrecks. What made matters very much worse was that there was no insurance covering either steamer or wharf. It became necessary to establish a terminal at Stonington, and this had hardly been completed when COMMODORE went ashore and was so completely wrecked that she was given up as a total loss.

The third accident was not long in arriving. PLYMOUTH ROCK went ashore at Saybrook and was so seriously damaged as to be useless for some time to come. The Stonington-New York line was now discontinued; and, in order to raise the necessary cash to resume operations, PILGRIM (now BRISTOL) and PURITAN (now PROVIDENCE) were sold for \$350,000, even though \$1,350,000 had already been spent on them. In December, 1866, the Merchants' Steamship Company went into receivership and was liquidated, there being nothing left of a company which had started under such brilliant auspices.

GALATEA, ELECTRA, OCEANUS, METIS, THETIS, and DORIS were all sold to Amasa Sprague, founder of the Providence & New York Steamship Company. NEPTUNE and NEREUS were purchased by the newly formed Metropolitan Steamship Company, for \$100,000 each. GLAUCUS passed to the ownership of J. P. Williams, then to that of W. P. Clyde, and finally was also added to the fleet of the Metropolitan Steamship Co.

The Providence & New York Steamship Co. continued to operate on the same route as the former Neptune Steamship Co.--in fact, the line continued to be called the Neptune Line. The company lost OCEANUS when, on May 24, 1868, she caught fire from a New York pier building and burned to the water's edge. METIS, rather badly singed in the same fire, was rebuilt as a passenger-and-freight steamer to replace OCEANUS.



Metropolitan Steamship Co.  
DAILY OUTSIDE LINE BETWEEN NEW YORK & BOSTON.

NEPTUNE of 1864

--Courtesy Mariners' Museum, Newport News, Va.



But METIS also came to a violent end when, on August 30, 1872, she went ashore off Watch Hill Light in a bad gale. She had been rammed by a schooner during the preceding night and had just about disintegrated when she hit the rocks. There was heavy loss of life.

In 1875, the Providence & New York Steamship Company and the Stonington Steamship Company, formed and owned by the Stonington Railroad Company, merged their interests and fleets, the new creation being named the Providence & Stonington Steamship Company. ELECTRA, GALATEA, THETIS (later renamed PEQUOT), and DORIS were taken over, being the only original Neptune steamers on this line. The last enrollment of ELECTRA was in 1883; the license of GALATEA was surrendered in 1885; but PEQUOT was still working for the New England Navigation Company as late as 1909. She was apparently broken up about 1910.

GLAUCUS was sold to the scrappers by the Metropolitan Line in 1907 or 1908, when she was broken up. NEPTUNE lasted until 1905 or 1906, when she was also scrapped. NEREUS was altered to a schooner barge in 1894, her last license being surrendered at Philadelphia May 27, 1895.

There is a great deal of confusion about these steamers, both in official records and in the earlier works on steam navigation--caused without a doubt by the duplication of names and the fact that all the steamers were constructed at the same yard for the same purchaser. There is con-

siderable discrepancy not only as to dimensions but also as to ownership. For instance, Lloyd's American Register and the Record of American and Foreign Shipping listed either the Neptune Steamship Company or the Providence & New York Company as owners for alternate years, long after those corporations had ceased to exist. The writer feels it safest to base his dates of ownership on entries in Ship Registers and Enrollments of Providence, R. I., 1773-1939--more especially as the various registers, such as Lloyds, American Lloyds, and the Record of American and Foreign Shipping, do not agree with each other.

I believe that the complete record has not yet been written. There are still places to be filled in; but I hope that what I have been able to collect and set down here will serve as a basis on which a complete and correct history may eventually be written.

For much valued assistance in tracing the histories of these steamers, I extend my warmest thanks to Mr. Osgood Williams of the Peabody Museum, Mr. Harold Sniffen of the Mariners' Museum, Miss Dorothy C. Barck of the New-York Historical Society, Mr. Elwin M. Eldredge of Clermont, N. Y., Mrs. Elizabeth Litzinger of the Enoch Pratt Free Library, and Mr. Forrest Holdcamp of the National Archives.

For convenience in reference, I append a list setting forth the principal dimensions of both the original quints and their successors.

NAME	ORIGINAL CLASS		SECOND CLASS	
GALATEA	209'6" x 35'6" x 20'8"	1244 tons	228'0" x 40'4" x 15'0"	1801 tons
GLAUCUS	209'0" x 35'6" x 17'9"	1244 tons	228'0" x 40'0" x 18'7"	1848 tons
NEREUS	209'0" x 34'6" x 20'6"	1244 tons	228'0" x 40'0" x 18'0"	1848 tons
NEPTUNE	208'6" x 35'6" x 17'9"	1244 tons	*228'0" x 40'0" x 18'7"	1848 tons
PROTEUS	209'0" x 35'6" x 20'8"	1244 tons	---	NONE ---
OCEANUS	---	NONE ---	228'5" x 40'4" x 15'0"	1801 tons
ELECTRA	---	NONE ---	228'5" x 40'4" x 15'0"	1801 tons

\* The second NEPTUNE's dimensions are also given: 250' x 60' x 18', 2000 tons

## L A W B R E A K E R

By Harry Cotterell, Jr.

On Saturday, June 23, 1821, the New York Evening Post published a notice "that the new and elegant steam boat UNITED STATES" would stop overnight at the Cortland Street wharf, "for the reception of freight and passengers" on her regular twice-weekly passages from Perth Amboy, New Jersey, to Albany, New York.

The subject of this announcement was a newcomer to local steam navigation, having been built that year somewhere in New York City by one J. Williams. As promised in the advertisement, worded with the then-standard adjectives, she went up the Hudson to the capital city that Saturday and returned Monday. Her down-passengers published a "communication" in the Post on the 26th, expressing their thanks to Captain Bartholomew for "his kind and gentlemanly conduct toward them" and extolling the craft's virtues, especially its "great speed...being only



16½ hours passage including the usual stops" for the 150-mile run.

These utterances of public praise were too much for the Fulton-Livingston monopoly, the North River Steam Boat Company, whose attorneys hurried to Albany and sought an audience with Chancellor Kent. He patiently listened to their claims of exclusive privilege to steam navigation within the state, as conferred by several legislative acts. He also heard the defense lawyers' argument that, since a coasting license had been obtained at the Perth Amboy custom house, since clearances were properly made out of that port, and since UNITED STATES duly reported herself to the surveyor of the port each time she arrived in Albany, she was not a lawbreaker. The chancellor was not convinced. On July 2 he issued an injunction against operation of the craft in Empire State waters. According to one journalistic account, he even had her chained to the Albany wharf.

Somehow, the legal chain was subsequently cut, for we next find UNITED STATES adding a few bits to the story of Passaic River steamboating, by sailing from my home port of Newark, New Jersey, Tuesday, August 14, on a "pleasant excursion" to the Fishing Banks, going and returning around the back of Staten Island and calling at Perth Amboy. Careful perusal of earlier newspapers has revealed no prior revenue steamboat trips on our local waterway.

Two other excursions were made out of Newark: one on August 30 to view the French fleet lying in New York Bay, the other a three-day cruise to the City of Elms for the Yale commencement, September 12. The New Haven Press reported that "a large and brilliant collection of strangers honored the day by their attendance"!

With the advent of cooler weather and possibly cooler tempers on the part of the monopolists, UNITED STATES began plying regularly between Newark and New York--apparently unmolested, as she made a round trip daily for six full weeks, September 17 to October 27. She thus instituted the first scheduled line service connecting the two communities. This Passaic River route was not revived the next season.

We like to think, however, that her visit up Long Island Sound into Connecticut waters inspired the Peck family to lose interest in sailing packets and turn to steam. At all events, in the spring of 1822 they purchased UNITED STATES, which thus became the pioneer steam vessel of a long-famous

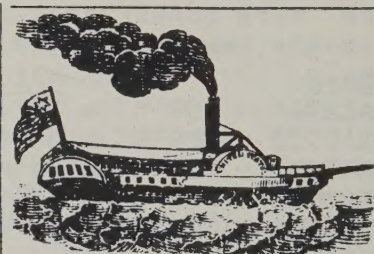
firm, the New Haven Steamboat Company. A good account of the preparations made to take her up to New Haven is to be found on pages 30-31 of Roger W. McAdam's Salts of the Sound.

Denied the use of New York waters, she began a thrice-weekly service between New London, Norwich, New Haven, and Byram's Cove (the most westerly place in Connecticut), with connecting stagecoaches for the remaining twenty-five miles to the metropolis. The first runs were made Tuesday, June 4, and she continued with fair regularity, except for a four-day layoff occasioned by some essential repairs. Travelers leaving New York on the six o'clock stage were given breakfast en route at East Chester before going aboard the boat.

In 1823, UNITED STATES did not ply east of New Haven. The following year, after the Fulton-Livingston monopoly had been declared unconstitutional, she extended her voyages to New York.

The several succeeding seasons of her career were routine and uneventful. Then, on Saturday afternoon, September 10, 1830, while passing up the East River on the west side of Blackwell's Island, she burst her boiler, and nine persons lost their lives. Her master, Captain Benjamin Beecher, was injured, but not seriously. From testimony taken by the Coroner's Jury, it was learned that some repairs had been made a week before and that it was the new work which had let go.

Many writers claim that Captain Beecher put the first pilot house on a steamer. The accompanying cut of UNITED STATES certainly seems to show a pilot house; but Captain Beecher can scarcely claim the credit, for this is the advertisement for her original Perth Amboy-Albany run.



**NOTICE.**—The Public are respectfully informed, that the new and elegant steam boat UNITED STATES, will stop on her regular passage from the city of Perth Amboy to the city of Albany, at the wharf foot of Courtlandt street, New York, from Friday until Saturday morning 6 o'clock, for the reception of freight and passengers; and in like manner from Tuesday to Wednesday morning, same hour.

The proprietors have made arrangements with Messrs. Gordon, of South, and Marsh, of Perth Amboy, to procure and forward merchandise to and from Philadelphia, to the several places on the route.

Jc 23 ff

The New Haven Line sold UNITED STATES, and she was rebuilt for Hudson River towing. Her last enrollment, dated March 29, 1839, showed Isaac Newton of People's Line fame as managing owner. It is said she was broken up in 1840.

Any additional highlights in the career of this lawbreaker will be greatly appreciated by the author.



## LIBERTÉ--A PHILATELIC HISTORY OF A SHIP

By Harold P. Faust  
Historian, Maritime Postmark Society

This is the story of a ship. She is a grand ship. She is a proud ship, under her new flag. Well can she be proud. Once, like the Phoenix, she arose from her own ashes. Again, she was raised from Davy Jones' locker, amid loud protests on his part. At present she is the world's third largest ship in active service and holds the distinction of being the largest ever to make the transit of the Panama Canal. She has been given the name of a hard-luck ship by some. That is a matter of opinion. As this is a philatelic story, as well as an history, it is illustrated with postmarks and cachets used on board.

Since it is customary for life stories to start at birth, we shall have to go back to Hamburg, Germany, on July 23, 1927. On that day, at the Blohm & Voss yard, the keel of our ship, EUROPA, was laid. In contrast to her allegiance today, she was born a German ship, built for the North German Lloyd.

A month earlier, June 18, at the Weser Shipbuilding Yards in Bremen, a keel had been laid for EUROPA's sister ship, BREMEN. The Germans had dramatically planned for both ships to start their maiden voyages simultaneously, and both were launched in August, 1928; but a disastrous fire on the nearly-completed EUROPA delayed her entry into service for nearly a year. Thus she had her first bout with Lady Luck. The reader can decide whether she was winner or loser.

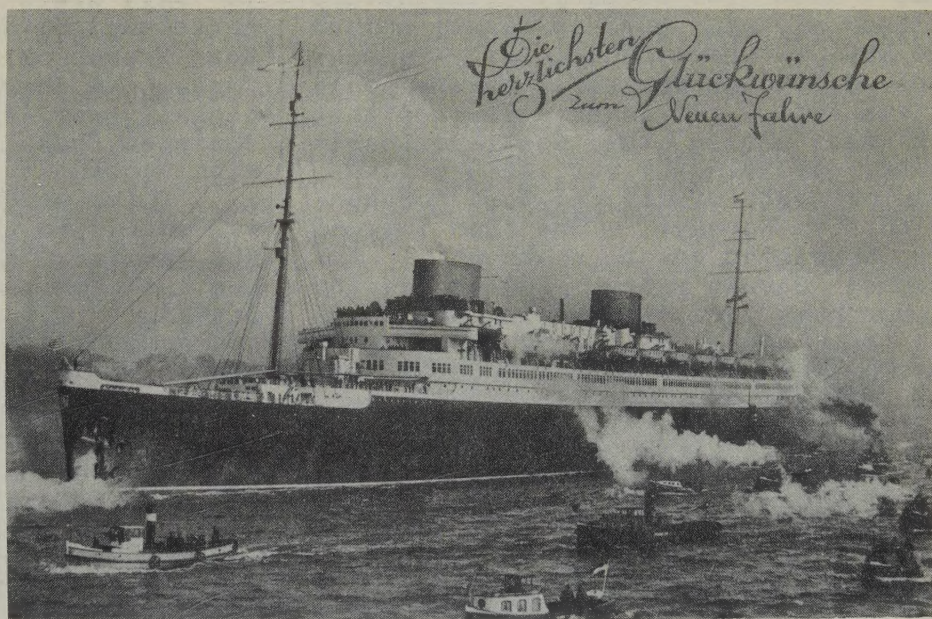
When she did finally make her maiden voyage to New York, she took the Blue Ribbon for the Atlantic crossing from her sister, and hung up an elapsed time of 4 days, 17 hours, 6 minutes.

For a time, both BREMEN and EUROPA operated an airplane catapult service, whereby for an extra fee mail was catapulted toward either terminal port while the ship was still about a day out. Special cachets, changed for each voyage, were applied to these covers. Today they are more or less scarce and are sought after by collectors. Through the courtesy of the late Alfred F. Lichtenstein, with whom I was associated in business for many years before his untimely death, I am showing such a cachet, from a cover mailed from EUROPA in 1932. On one of my trips to New York at

28./29. Juni 1932

Deutscher Schleuderflug  
D., "Europa" - New York

that time, I paid a visit to the pier where these ships docked in Brooklyn (at that time no Hudson River pier could accommodate them), in order to secure a snapshot of BREMEN. She had, however, been delayed by a heavy fog outside Sandy Hook, and all I found at



EUROPA leaving Bremerhaven on her Maiden Voyage

--Author's photo

the pier was her catapult plane. It reminded me of a child awaiting the return of its mother.

Both liners continued in transatlantic service until the outbreak of war. Before we go into Europa that phase of the story, however, let us take another look at philatelic happenings on these ships. Each carried a postoffice which was a

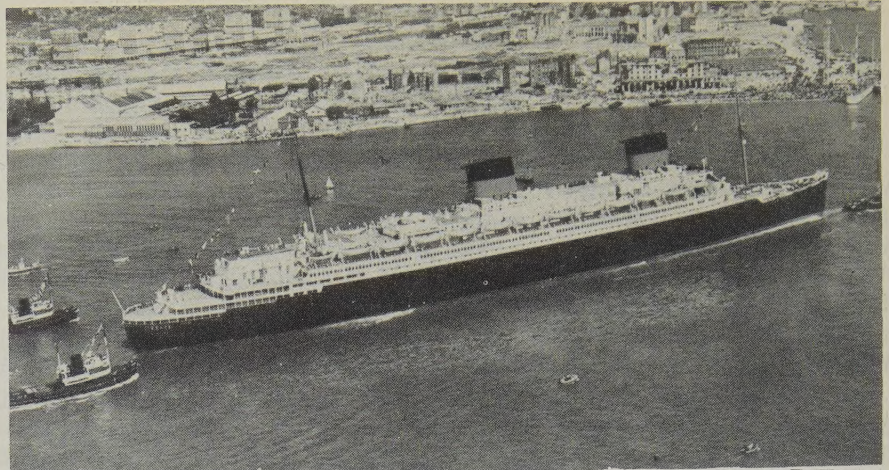
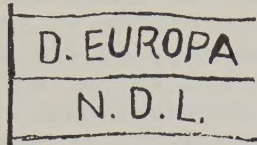


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MAIDEN VOYAGE



branch of the German-American Seapost Service, and each ship had its individual postmark. An ordinary first-class rate cover from EUROPA is illustrated. This is of the hand-stamp type. BREMEN had a similar marking. In addition, EUROPA had a machine cancel on board, and an impression from this is also shown.



LIBERTÉ entering her Home Port of Le Havre  
--Author's photo

During the war, BREMEN had more than her share of adventure. She was at her New York pier when war was declared in 1939. To avoid capture, she made a dash for Germany. The entire Allied air and surface fleet combed the seas but never found her. Submarines did not worry her, as she could outrun them. It later developed that she had chosen the most northerly route, crossing by way of Greenland, then on north of Iceland, to a northerly port in Norway. She then hugged the Norwegian coast south until she reached German waters and the safety of her home port. A wagering man would not have risked a dime on her making it; but she did.

Her survival was brief, however. During the great Allied bombing of Germany, she was hit and set afire. The damage was so great that the Nazis, in their final desperation, scrapped her for her much-needed metal. Later, her furnishings and linens were requisitioned by the U. S. occupation forces for their barracks. Through the courtesy of a friend in the Army, I obtained for my collection a pillow slip with "BREMEN" woven in the design.

What of EUROPA? This time Lady Luck smiled, and she stayed safe in her home port throughout the entire war. The Allied bombers never did find her. Upon the occupation of Germany, she was requisitioned as a troopship by the U.

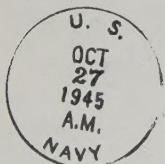
S. Navy and used for a couple of trips to take troops back home. I am illustrating a U. S. Navy postmark (note that it is dated Navy Day, 1945) and the ship's new hand stamp. Thus we have covers from the same ship, under different

flags, and so with different postage.

After her two trips as a U. S. transport, the Inter-Allied Reparations Commission awarded her to France in May, 1946. In June she was rechristened by Mme. Jules Moch, wife of the French Minister of National Defense, at Cherbourg. Her words came clearly over the French radio, "I now christen thee LIBERTÉ, and may God be with thee!"

These ceremonies ended, LIBERTÉ was moved to the Penhoet Shipyards at St. Nazaire, arriving there in November, 1947, for the tremendous job of refitting. But Lady Luck still had an eye on our ship. During the refitting a tremendous gale struck the vessel, swept her from her moorings, and drove her against the hull of the sunken French Liner PARIS. The blow opened a gaping hole in her side, and she sank into the shallow bottom of the harbor. The French sighed with despair, but set about the enormous task of reclaiming her from Davy Jones, so that they could proceed with their plans. Bad luck or good luck?

Three years and nineteen and one-half million dollars later, a ship flying the French flag proudly enters her home port of Le Havre. Is it EUROPA? Very definitely not--it does not even look like EUROPA. She is the French Line's new ship, LIBERTÉ. The reconditioning job has been so complete that she is virtually a new ship. Her new dimensions, her equipment, her passenger space, and her speed all differ from the statistics recorded for the old ship. The disastrous fire on the French Liner NORMANDIE also influenced the reconditioning work. LIBERTÉ is fitted with the last word in fire-prevention systems and fire-fighting equipment. All requirements of the Lon-



EUROPA



don Convention of 1948 have been either met or exceeded. LIBERTÉ is as safe a ship as sails the seas today. The French Line is to be congratulated for completing this tremendous task against such odds.

The Line could, however, feel well repaid for its efforts when, on August 17, 1950, Captain Hervé Le Huede, with his 955 officers, crew, and service personnel, took LIBERTÉ out of Le Havre on her maiden voyage to New York. She arrived August 23, and received the traditional fireboat salute and the greeting of genial Grover Whalen. An honored passenger for the maiden trip was Mme. Moch, godmother of the ship.

The last illustration is from a LIBERTÉ cover, completing a philatelic record of one ship under three flags. It

will be noted that the cover does not bear a "paquebot" marking. This proves even experienced collectors' plans can go wrong. The purser misunderstood or forgot my request that he post the cover at New York, where it would have received the desired marking. He mailed

S/S LIBERTÉ



it instead at Le Havre, where it got a regular shore cancel on French postage stamps. I hope eventually to have a real "paquebot" cover from LIBERTÉ.

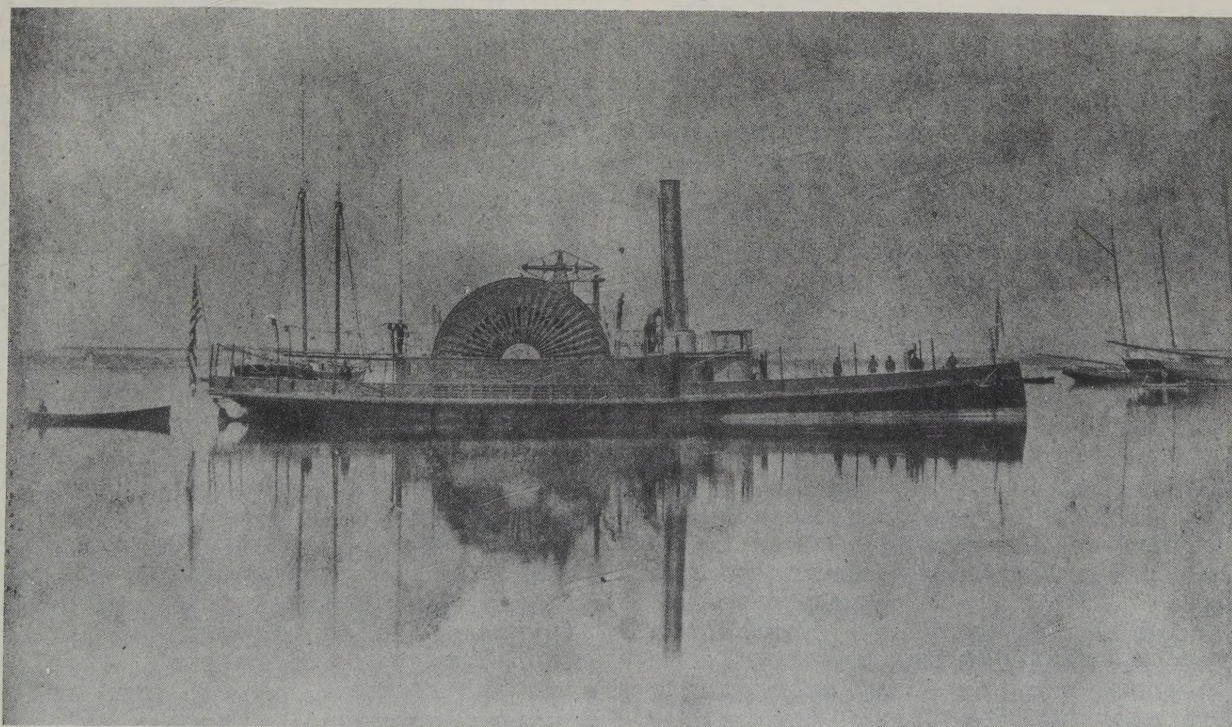
Readers who saw the September 25, 1950, issue of Life will recall that on page 85 was a beautiful full-page picture, in color, of LIBERTÉ. Just three days later, an event took place which adds weight to my own theory that Lady Luck is still interested in our ship. The event was not publicized in my section of the country; but, through the cooperation of the Charlotte Associated Press offices, I secured the following teletype news article:

SOUTHAMPTON, ENGLAND, SEPT 28-(AP)-THE FRENCH LUXURY LINER LIBERTÉ SAILED FOR NEW YORK FIVE HOURS LATE TODAY AFTER GOING AGROUND ON A MUD BANK.

THE 49,746-TON PRIDE OF FRANCE FOULED A BUOY AND THEN DRIFTED INTO THE MUD LAST NIGHT WHILE MAKING A TURN INTO SOUTHAMPTON HARBOR.

FOUR HOURS LATER--JUST AFTER MIDNIGHT--SHE WORKED HERSELF FREE ON A RISING TIDE. IN ORDER TO SAVE TIME, THE CAPTAIN DECIDED NOT TO DOCK. INSTEAD, 281 PASSENGERS WERE TAKEN OUT BY LIGHTER AND BOARDED THE LIBERTÉ AT AN ANCHORAGE IN COWES ROADS OFF THE ISLE OF WIGHT.

? ? W H O ? ? ? ? W H E N ? ? ? ? W H E R E ? ?



It is more than a year since we have presented a Mystery Picture. This one was sent us by member Oliver Frink of Chicago, who says: "I always assumed, for a reason that is not very good, that it was a Great Lakes steamer. That is because I found it, quite by chance, in an old photography studio right back of Chicago's "gold coast." Now you know as much about her as we do. Who is she?"

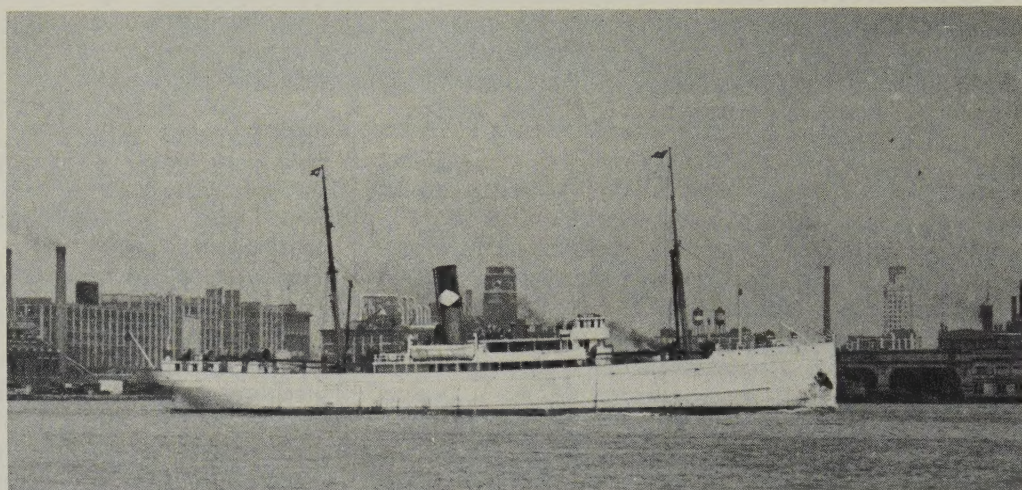


## THE GREAT WHITE FLEET--AN OUTLINE HISTORY

By Richard W. Berry  
(Continued from the December Issue)

In December, 1929, the United Fruit Company acquired the fleet then being operated by the Cuyamel Fruit Company. This included, among others, the outstanding refrigerated vessels AZTEC, TOLTEC, and MAYA, built for Cuyamel by Barclay, Curle, at Glasgow in 1929. These were somewhat in the style of MUSA and PLATANO, although their speed was 15 knots and they were driven by 4-cylinder triple-expansion engines of some 6000 IHP. All three, after proving their value during the war, are still in the company's service, under long-term charter.

Also from Cuyamel came SAGUA a CUYAMAPA and TANAMO a LEMPIRA. Along with these came the ventilated fruit ships CHOLUTECA, COMAYAGUA, and OLANCHO, which were small twin-screw fruiters built at Newburgh, N. Y.; NICARAO and HIBUERAS, even smaller, built at Shooters Island, N.Y.; BAJA CALIFORNIA and SIN-ALOA, built on the northeast coast of England; and COPAN



COPAN a ALLEGHANY at Philadelphia, July 19, 1935

--Graham Marine Photo

a ALLEGHANY, an iron steamer built in 1881 at Philadelphia for Merchants' & Miners' passenger service. OLANCHO, COMAYAGUA, NICARAO, and BAJA CALIFORNIA were torpedoed during the war. The remainder have been disposed of by sale.

In 1930, United Fruit undertook to build in the United States six fast passenger-freight vessels known as the Mail Ships: ANTIGUA, CHIRIQUI, JAMAICA, QUIRIGUA, TALAMANCA, and VERAGUA. These were twin-screw turbo-electric vessels with watertube boilers and electrically driven CO<sub>2</sub> refrigeration, representing the best American practice at the time. They carried about 100 passengers in first-class comfort. ANTIGUA, QUIRIGUA, and VERAGUA were built at Fore River; CHIRIQUI, TALAMANCA, and SEGOVIA b PETEN c JAMAICA, at Newport News. Five of the six served as fleet auxiliaries under Navy command through the war. ANTIGUA was a supply vessel in the Pacific, carrying perishables and troops under WSA management. Three of the group are presently maintaining service out of New York; the other three, out of New Orleans.

In 1934, ARGUAL, TELDE, and OROTAVA, which had been built for the Canary Islands' United Kingdom banana trade as ventilators, were taken over from Elders & Fyffes (British subsidi-

ary of United Fruit), converted to oil-burners, and refrigerated with ammonia-brine systems. These are smaller ships, good for about 12 knots with their triple-expansion engines and Scotch boilers. Some time after conversion, they gained additional fruit carrying space by having the after well deck closed in. The three were fitted with the new system of air circulation in the holds which had been first applied successfully by company engineers in the Mail Ship class and which subsequently became standard for all new fleet construction, besides being applied wherever substantial reconditioning of cargo space was undertaken on the older vessels. ARGUAL, TELDE, and OROTAVA have been good fruit carriers, and are still in service.

In 1938, the cargo-passenger ship MUNARGO was purchased from the Munson Line. For several years thereafter, she was operated between New York, Miami, Nassau, and Havana, on a fortnightly service very popular with cruise passengers. Shortly before the second world war, she was relinquished to the Army.

Also in 1938, the company decided to acquire a tanker. It had formerly owned one named CAMDEN, but had disposed of it in 1935 and used chartered



tonnage to serve its needs thereafter. The new tanker, FRANCIS R. HART, was built in Vegesack, Germany--a 70,000-barrel, 12-knot vessel with Maierform bow, reciprocating engines and Bauer-Wach turbine. It is still in service between the Netherlands West Indies and the tropical oil installations of the company.

While substantial reconditioning of some of the older ships in the early 1930's had extended the useful life of these vessels, it was becoming evident that a major replacement program would have to be undertaken. The only "new" vessels, as of 1940, were MUSA, PLATANO, the Mail Ships, and the tanker. By that time, however, it was not practical to build new vessels to specifications because of the war in Europe and the consequent stepping up of Navy building and the Maritime Commission long-range program.

As a means of protecting certain of the company's general cargo trades, two Maritime Commission C-1 vessels were acquired. These were CAPE COD and CAPE NEDDICK, built by Bethlehem Steel Company at Staten Island in 1941.

Even before Pearl Harbor, the Government had requisitioned several company vessels. Shortly after that incident, all remaining ships of the fleet with sufficient steaming radius were taken by either the Navy or the War Shipping Administration. Reference has already been made to the losses of the war period--a total of 19 vessels, accompanied by the tragic loss of the lives of 275 men.

To maintain some semblance of a trade in bananas, several old coastwise steamers of no military value were acquired in 1942 to carry fruit under ventilation from the nearest banana ports to the Gulf. These were GEORGE-ANNA, GEORGEANNA WEEMS, JUNIATA, HOWARD, and ONTARIO. ONTARIO was lost before completing her first voyage; the rest survived the war. JUNIATA and HOWARD were broken up at Baton Rouge in 1947, and GEORGEANNA was scheduled to go out of service in 1950. While these craft were a poor makeshift for transportation of perishable cargo, their service helped to sustain the local economy of the banana-producing countries and to provide a staple food to a much-rationed United States.

In the later days of the war, PAN YORK, EL DIA, and PAN CRESCENT, EL VALLE served a similar purpose. Acquired from Waterman Steamship Company, they were later sold Panamanian.

Having in mind the ultimate need



SS  
Francis  
R.  
Hart

for new vessels, the company prepared designs and specifications just before the war for a larger, faster modern fruit carrier. During the war the military need for such vessels became so evident that in 1945 six were built from the plans already prepared. They entered military service immediately upon delivery by their builders, the Gulf Shipbuilding Corporation, Chickasaw, Alabama. They were named FRA BERLANGA, LIMON, SAN JOSE, ESPARTA, JUNIOR, and COMAYAGUA. All but one of this FRA BERLANGA class were engaged in supply operations to Europe and Pacific bases. Their efficiency was so high that, after these six were returned to the United Fruit Company, three more were built from the same plans at Newport News in 1947. These were HEREDIA, METAPAN, and PARISMINA. All nine are sister ships having a loaded sea speed of 18½ knots. Their twin screws are driven by geared turbines. The refrigerating machinery is electrically driven and utilizes freon and brine.

Concurrently with the building of HEREDIA, METAPAN, and PARISMINA, work was begun on another series of nine ships known as the YAUQUE class: YAUQUE, CIBAO, QUISQUEYA, SANTO CERRO, SIXAOLA, TIVIVES, HIBUERAS, ULUA, and MORAZAN. Built at Sparrows Point, Maryland, and delivered in 1947 and 1948, these ships are somewhat smaller than those of the FRA BERLANGA class and are single-screw, with a speed of 16 knots. All 18 vessels are fully refrigerated. Designed for the banana trades, they are capable of carrying almost all types of refrigerated cargo, and are also well fitted with conventional cargo-working gear and ample hatches permitting the carriage of general cargo. They have more than replaced the many refrigerated ships lost or disposed of as noted above.

After the war, arrangements were made with the Maritime Commission for the return of CAPE COD to commercial service. CAPE CUMBERLAND was accepted as a substitute for CAPE NEDDICK, which the Commission placed in lay-up. In order to fill out the service, two more C-1's were purchased: CAPE ANN and CAPE AVINOF. All four are now in regular



### Caribbean-New York service.

Two smaller ships, FIADOR KNOT and LEVER'S BEND, were purchased for the Gulf trades. These are of the Cl-MAV-1 Maritime Commission type. The bulk sugar trade was augmented by acquisition under long-term charter of three modified Cl-MAV-1's, now named MANAQUI, MABAY, and CHOLOMA. Two other vessels of this type without modifications, COPAN and CHOLUTECA, were also acquired for general trading purposes. The small British-built CUBAHAMA is also engaged in local trading in the Gulf and Caribbean. She is a diesel-driven ventilated fruit ship of about 15 knots, with machinery aft.

It will be noted that many of the recent ships inherited the names of predecessors. Care should be taken not to confuse the old with the new craft.

At present, therefore, the vessels serving the United Fruit Company include 36 refrigerators, 3 bulk sugar carriers, 12 general cargo vessels, and one tanker. The British subsidiary, Elders & Fyffes, Ltd., which lost 14 refrigerated fruit ships by enemy ac-

tion during the war, now operates 15 vessels under the British flag.

No attempt has been made to furnish a complete list of all the vessels that have served the United Fruit Company at one time or another over its half-century career. Reference has been made, for the most part, only to the better-known vessels, those with long terms of service, or those whose designs were of significance in the subsequent development of the fleet.



METAPAN of 1947

--Courtesy of United Fruit Company

### MAGAZINE ARTICLES-----

Readers interested in steam navigation in South America are referred to three recent articles in Hispanic American Historical Review (Duke Univ. Press, Durham, N.C.): William H. Gray, "Steamboat Transportation on the Orinoco," Nov., '45, 455-69; Victor L. Johnson, "Edward A. Hopkins and the Development of Argentine Transportation and Communication," Feb., '46, 19-37; Robert L. Gilmore and John P. Harrison, "Juan Bernardo Elbers and the Introduction of Steam Navigation on the Magdalena River," Aug., '48, 335-59. --ACB

For three very interesting articles on inland river canoe-cruising and steamboating, with emphasis on the historic Fox-Wisconsin waterway from Lake Michigan to the Mississippi, see the September and November issues of Now My Idea Is..., house-organ prepared for the Gisholt Machine Co. (Madison 10, Wisconsin) by Emil F. Wagner.

### SSHSA Log

First annual business meeting of the new corporation was held in New York 1/27/51. Copies of by-laws there ratified will go out to all members soon. The following Board of Directors was elected: for 3 years, Jay Allen, Alexander C. Brown, R. Loren Graham, C. Bradford Mitchell, Allen R. Tetlow; 2 years, Frank O. Braynard, William H. Ewen, Edwin A. Patt, James T. Wilson. (continued at foot of next column)

**For The Blue Pencil!** The December Bill was distinguished for its bumper crop of boners, if for nothing else. For once, this section will read like a full-scale feature! So get out the correcting pencil--here we go.

Page 90: As regards MYSTIC ISLE, we were apparently nearer the mark when we called her (SB, vi:56) the first all-welded auto ferry on the Great Lakes. First in this country was the 102' diesel tanker PIONEER, designed and built at Brooklyn in 1928, for Canadian owners, by SSHSA member C.S. Hawkins.

Page 91: INDEPENDENCE and CONSTITUTION are American Export liners!

Page 92: Erik Heyl remarks that ADRIATIC was not launched until 1856.

Page 97: Irwin Urling, lately resigned Waterways Journal News Editor, and our brother Fred Way point out "a 1,667-ton omission" in our list of extant Mississippi sidewheelers: the railroad transfer boat STE. GENEVIEVE. It might be mentioned that MV47, in which our exhaustive research was done, brazenly tags the STE. GEN as "st. s." but that, we admit, is no excuse. We ought to have known!

son, H. Graham Wood; 1 year, William K. Covell, Rev. Edward J. Dowling, Stephan Gmelin, Freeman R. Hathaway, Earl C. Palmer. Officers elected by the Board were Hathaway, president; Palmer, vice president; Patt, secretary; Tetlow, treasurer.



## West Coast

For a report on Oregon steamboats we turn this month's column over to member Kenneth Lodewick of Eugene.

Accidents have a bad habit of coming in groups in big harbors. Two of the four sternwheel tugs on the Columbia system, HENDERSON and JEAN, were damaged in a 24-hour period last December. HENDERSON was helping tow a vessel from Portland to Tongue Point, Astoria, for storage. She left Portland at midnight, December 10/11, and was off Longview, Wash., at 5:30 A.M. when she was holed by a large branch on a floating log. She was dragged about a half-mile by her tow and the other tug before she could be beached.

Several days later, with a temporary patch, she arrived at the Portland Shipbuilding Co.'s South Portland yard and was hauled out for repair on the same marine railway on which she had been built, for the account of the Shaver Transportation Co., in 1909. The Portland Shipbuilding Co. has a nostalgic feeling for the old sternwheelers in Portland Harbor, having built two of them and repaired a third many times. The yard has been building wooden hulls for 52 years, always in the family of Charles M. Nelson, and has done much to keep wooden shipbuilding alive. Each time the old steamers come the Nelson family think it is for the last time.

The other existing Portland vessel built by them is Western Transportation's CLAIRE, of 1918. She is used mainly for hauling pulpwood barges, and also--because she is the only sternwheeler capable of going through the locks at Oregon City--to carry the Veteran Steamboatmen's Association on its annual pilgrimage to Champoege.

On December 12, 1950, JEAN, Western's only other sternwheeler, backed into piling at the Wauna Lumber Co., Wauna, Ore.--directly across the river from HENDERSON! Her paddles were badly damaged. JEAN was built at Portland in 1938 for Captain Gault, head of Western Transportation Co. She grosses 533 tons and is 140' long.

Later the same day, the screw tug BEAR, belonging like HENDERSON to the Shaver fleet, capsized and sank under the Hawthorne Bridge in the backwash of the steamer she was towing. A river type tug of about 50', she was salvaged from 52' of water several days later.

Fourth member of the sternwheel fleet in Portland is the 219' steel

Robert W. Parkinson, Editor  
3051 Shattuck Ave., Berkeley, Cal.

PORTLAND, owned by the Port of Portland Commission and operated for them by the Shaver Transportation Co. She was launched 1947 from the Port's drydock.

A sternwheeler well known in earlier days in Portland, Oregon, is going to have a chance to live longer. The old SARAH DIXON may become a clubhouse for V. F. W. Marine Post 1478. The catch is to get permission of the Harbour Commission to tie the vessel up at the berth of the former USS OREGON, in downtown Portland. The old craft will be taken from her present dock and refurbished with social rooms, a galley, and a heating system at a cost of about \$15,000.

SARAH DIXON, named for the wife of the founder of the Shaver Transportation Company, Captain G.W. Shaver, was one of the fastest boats on the river in her youth. Built 1892 in Portland, she was used in Portland-Astoria passenger and freight service. In 1896, she was the first boat through Cascade Locks to The Dalles after the locks were opened. She ran between Clatskanie, Portland, Astoria, and The Dalles until 1909, when she was leased to the D. R. & A. N. Navigation Co., ancestor of the S. P. & S. Railroad.

She had several narrow escapes. In 1912, after her boiler had been allowed to run dry, cold water was poured in. The resulting explosion killed the captain, mate, and fireman. She was rebuilt the next year. During 1918 she ran aground in Lake River and found herself 300 feet from the channel with her bow stuck through a barn door; but got back in service that year. While undergoing minor repairs at South Portland in 1925, she was badly burned when a barge alongside caught fire, but was rebuilt and was soon in action again.

Her last regular run was in 1933. After that she was used as a shop, and sometime in the next thirteen years her paddle wheel was removed. Since 1946, she has been abandoned and inactive at the end of the Shaver dock.

SARAH DIXON is a vessel of 386 gross tons, 161' long. A 29½' beam allowed her to draw only four feet, with a seven-foot moulded depth. In her youth she had a speed of about 21 mph.

Section Editor's note: The records list two SARAH DIXONs, though the second may be the first rebuilt. Some rebuilt boats have little of the original, yet carry the same official number and date. Others, only moderately



altered, have been given new numbers and dates. Perhaps this was entirely at the discretion of the local hull inspector.

The records show:

SARAH DIXON 116470  
blt. 4/9/92, 140' x  
26'x6.5', 279 gross  
(369 in 1904).

SARAH DIXON 203009  
blt. 1906, 161' x  
29.5' x 7.2', 368  
gross. Burned 1925  
and rebuilt. --RWP

--O--O--

WEST COAST (Pacific  
Northwest), T. E.  
Sandry, Editor, 4232  
Eastern Avenue, Se-  
attle, Washington



IROQUOIS about 1912

--Joe Williamson photo

The long-awaited purchase of the major vessels and routes of the Puget Sound Navigation Co. (Black Ball Line) by the Washington State Toll Bridge Authority was completed Jan. 15 (effective May 31), when the State's offer of \$4,944,499 was accepted. Involved in the deal are 16 vessels: CHIPPEWA, KALAKALA a PERALTA, ENETAI a SANTA ROSA, WILLAPA a FRESNO, ILAHEE a LAKE TAHOE, KLUCKITAT a STOCKTON, NISQUALLY a MENDOCINO, QUINAULT a REDWOOD EMPIRE, SHASTA, SAN MATEO, CHETZEMOKA a GOLDEN POPPY, KEHLOKEN a GOLDEN STATE, KLAHANIE a GOLDEN AGE, KITSAP, VASHON, and ROSARIO a WHIDBY. The first 10 are steel, the rest wood. SHASTA and SAN MATEO are the only steamers.

Black Ball will retain the steel express electric auto-passenger ferry CHINOOK (built 1946). She is now running Seattle-Victoria via Port Townsend and Port Angeles, a route which, being international, cannot legally be operated by the State. Also to be retained are the wood diesels BAINBRIDGE and QUILLAYUTE and the steel steamers IROQUOIS, MALAHAT a NAPA VALLEY, and CITY OF SACRAMENTO a ASBURY PARK.

The sale includes the following routes: Seattle-Bremerton, Seattle-Winslow, Seattle-Suquamish-Indianola, Pt. White-Bremerton, Vashon I.-Tacoma, Edmonds-Kingston, Lofall-South Pt. (across Hood Canal), Mukilteo-Whidby I., Anacortes-San Juan Is., and Fauntleroy-Vashon-Harper. Disposal of the Anacortes-Sydney, B. C., run was not mentioned, it being international. The State will take title to all piers except historic Colman Dock at the foot of Marion St., Seattle, on which it has

an option. Meanwhile, Capt. A.M. Peabody, P.S.N.Co. president, announced that the new affiliate, Puget Sound Terminals, had purchased this dock from J. M. Colman Co., which had owned the busy hub of Puget Sound transportation for over fifty years.

This is the second major step in the State's plan of ultimately converting major cross-sound transport to a combination of floating and suspension bridges, underwater tubes, and tunnels, with ferry service where these are not feasible. This plan is ambitious and farsighted, representing unprecedented engineering problems, which experts say can be solved. The first step was authorization of funds for surveys, which are advancing rapidly at this time, and contemplate completion of fixed links on major cross-sound routes in about ten years.

There is naturally a note of sadness in this for all us old steamboat fans; but we have been brought face to face with the economic problems arising from the geography and population growth of Puget Sound, and this milestone may well be inevitable.

Meanwhile, it is understood that QUILLAYUTE is ready to start her new service between Horseshoe Bay and Gibson Landing (across Howe Sound, B.C.). She will operate under Victoria Dock Co., a P.S.N. subsidiary. It has been rumored that the Vancouver ferry service may operate this route on a 50-50 basis with a Canadian firm. Another P.S.N. ferry, probably BAINBRIDGE, will join her soon. (As we go to press, the Bureau of Customs reports QUILLAYUTE "Transferred to Canadian flag." --CBM)



We also hear that officials of Bellingham, Wash., are trying to get the State to reestablish ferry service between Bellingham and the San Juan Islands. They cite a tremendous growth in international traffic through Bellingham. We hope they succeed.

Turning to the Winslow (Bainbridge I.) run from Seattle, QUINAULT and ILAHEE are now on it, augmenting the veteran pace-setter CHIPPEWA and the much slower KEHLOKEN. Both QUINAULT and ILAHEE have just received extensive cabin alterations, which enclosed the open promenade amidships, to provide more

seating space for commuters. Both the remaining electric screw steel ferries (KLICKITAT and NISQUALLY) are having similar alterations, these being among the considerations of State purchase.

Together with its predecessor companies, the Puget Sound Navigation Co. has been a dependable, hard-working and indispensable link between the ports and all adjacent parts of the Evergreen State and British Columbia for over six decades. In recognition of this historic fact, we hope to go into the history of individual Black Ball vessels in future issues.

## Atlantic Seaboard

The Big Blow of Saturday, Nov. 25, took its toll of marine casualties in New York Harbor. CITY OF NEW YORK a TALBOT, as noted in our post-deadline flash last issue (vii:89), was driven ashore at Keyport with two ex-Army steamers, reportedly the former MACKINAW CITY a COLONEL CARD and SAINT IGNACE a COLONEL POND of the Straits of Mackinac ferry. At last report, it was still doubtful whether they would be refloated. The two smaller craft still had some water under them at high tide; but CITY OF NEW YORK would have to be moved 300 feet to float, at a reported cost of \$1,000 a foot.

SANDY HOOK, wintering at Yonkers, broke loose and drifted across to Jersey, but was recaptured. The Day Line fleet weathered the storm at Pier 81, each being lashed to the dock by several lines. Head out on the north side is your editor's favorite river boat, ALEXANDER HAMILTON, with the beam-engined ROBERT FULTON astern. The propeller PETER STUYVESANT lies ahead on the south side, with the big HENDRICK HUDSON behind. Emblems have been removed from the latter's stacks (which are not covered over) and her white paint is black with smudge and grime.

The storm hit Staten Island's several ferries especially hard. New York municipal service was suspended for 11 hours, except for one trip each way at 2 P. M. (low tide) by the streamliners MISS NEW YORK and GOLD STAR MOTHER. The 151' ELMHURST a MAURICE E. CONNOLLY, recently used to supply steam to the temporary St. George ferry terminal, broke loose and drifted down through the Narrows, until picked up by a fireboat. The Brooklyn & Richmond Division of Electric Ferries suspended from 7

Harry Cotterell, Jr., Editor  
36 Alexander St., Newark 6, N.J.



CITY OF NEW YORK--Keyport Castaway  
--Photo by C. H. Luffbarry

A. M. to 9 P. M., all five boats riding out the storm in midstream rather than take a chance of getting "hung" on the racks as one did in the 1944 hurricane. Sunrise Ferries' Perth Amboy-Tottenville line was suspended after SIRIUS' 6 A.M. trip. All craft were undamaged, but there were three feet of water in the waiting room at Perth Amboy.

That morning, the Newburgh-Beacon ferry DUTCHESS was just returning from overhaul at Kingston. Her consorts, ORANGE and BEACON, had ceased operations and were over in the lee of Beacon; but DUTCHESS ran up and down the river off Newburgh all day, exchanging whistle remarks with the other boats, which started the rumor that "one of the ferries" was "drifting helplessly away." Actually, nothing went wrong that day except that BEACON almost got "hung" on the racks. On 1/20/51, however, the same bar which had snagged DUTCHESS last April caught ORANGE 900' from her Beacon terminal about 12:30 A.M., in dense fog. Her 76 passengers spent eight hours aboard.

Hopes are a little bright that the Savannah Line, in hardly recognizable form, may revive. The old company has asked SEC permission to split in



two, one firm to own the Savannah terminal, the other to be called Ocean Coastwise Line and sold to Seatrain Lines, which plan to run one of their huge trainships between Edgewater, N. J., and Savannah, handling only railroad freight cars.

One "real old-looking" vessel about New York Harbor is the Lehigh Valley RR. steam freight boat (not a lighter, as it has no cargo booms) COXTON 214914, built 1917 at Elizabethport, N. J. She has a homely spoon-shaped hull and a wooden superstructure with horizontal slat-siding even around her pilot house, which appears to have come from a much elder craft--perhaps Noah's Ark. At any rate, she is still steam, hence still interesting.

The ferryboat's day seems to be drawing to an end not much later than the steamboat's. At 12:15 A.M., Dec. 17, Electric Ferries' diesel-electric PALISADE 226132 a GRENVILLE KANE (see next col.) made the last crossing on the 125th St.-Edgewater route, in the presence of 300-odd mourners. No new private operator could be found, and the Port Authority, while "keenly aware of the need for expanding trans-Hudson facilities," would not take over the route itself.

The west end of 23rd St. now presents an empty appearance. All its once-busy ferryhouses, together with their float-bridges, have been razed.

NEW BRUNSWICK, only remaining Pennsylvania RR. double-ender at New York, has been at their Hoboken shops since the "temporary suspension" of their Jersey City ferry in 1949. ICC permission to abandon the route has recently been sought. On the Delaware, the same railroad's Philadelphia & Camden Ferry Co. has petitioned to abandon the Camden run. All-night service was discontinued some months ago.

PVT. JOSEPH F. MERRILL, JR., first of the City's new Staten Island 3-deck ferries, has been withdrawn, soon after delivery, and was lately reported at Pier 7, Stapleton, S.I., for installation of another steering engine.

ATLANTIC SEABOARD (Chesapeake Bay and South), John L. Lochhead, Editor, Mariners' Museum, Newport News, Virginia

In December, the Virginia State Corporation Commission authorized permanent substitution by the C. & O. of busses for passenger boat service between Newport News and Norfolk. WAUKETA and VIRGINIA are still at Newport News and it is reported WAUKETA will be kept for emergency service. VIRGINIA is for sale. Already, bids have been received from South America to Maine.

The C. & O. has sold its 36-year-old high-level coal pier for scrap. The landmark is now being demolished.

NIEUW AMSTERDAM left Norfolk Jan. 6, on a 10-day South American cruise.

DISTRICT OF COLUMBIA hauled off from her Norfolk-Washington route in January for a two-week overhaul.

Wood Towing Co., Norfolk, has sold out to Curtis Bay Towing Co., Baltimore.

HOLIDAY a VIRGINIA LEE left Baltimore February 3 for Miami, to enter excursion service. Next morning, heavy seas off Diamond Shoals tore away 3 lifeboats and 4 rafts, and parted her steering cables. She was picked up at 1:50 P.M. by the USCG Cutter CHEROKEE, and towed into Morehead City, N. C.

C. S. Hawkins reports that the former Old Dominion steamboat VIRGINIA DARE, now diesel, is at Colonna's Shipyard, where she has been idle for years. The same yard has finished scrapping the ocean tug BALDROCK, and has started to strip the tug BERMUDA; though the latter may escape the junk heap if her hull is found in good condition. Both these tugs were once owned by the Eastern Transportation Co., towing coal barges along the coast. The company is now bankrupt, and many of its barges have been auctioned during the winter.

The tug LOUISVILLE is being converted to diesel by the Atlantic & Danville Railroad. MEMPHIS, Norfolk's grand old dame, has substituted all winter between Norfolk and Pinner's Point.

Apparently the sale of the paddle ferry NEW YORK, set for 10/31/50, fell through, as she still lies at Berkley.

Another Hampton Roads sidewheeler, SEAWELLS POINT, was recently condemned by the Coast Guard because her hull was "too thin." On 2/19/51 it was announced that the Virginia State Highway Department had purchased the ex-125th St. ferry PALISADE (see 1st col.), for \$132,000, to replace her. Probabilities are that the new boat will be renamed SEAWELLS POINT, and her 64-year-old godmother offered for sale.

## CQD Exchange

WANTED: Copies of Steamboat Bill, Numbers 7 and 12 (April, 1942, and December, 1943). Dr. Allen R. Tetlow, Drawer 869, Taunton, Massachusetts.

Harold S. Sniffen, Mariners' Museum, Newport News, Va., writes that a friend "is anxious for history on WILLIAM P. CLYDE, 1865, which brought Jefferson Davis to Old Point" after the Civil War. Has anyone looked her up?



ATLANTIC SEABOARD(New England-Canada),  
Doris V. Green, Editor, 125 Broad  
Street, Groton, Connecticut

Levis Ferry Co.'s CITÉ DE QUÉBEC,  
built 1930 at Old Kilpatrick, Scotland,  
ran on a St. Lawrence reef 2/1/51, and  
stayed there four hours. Several hun-  
dred passengers were unharmed.



CITÉ DE QUÉBEC

---CBM

ANTHEMIS, very possibly the last  
wood-burning passenger steamer in the  
United States and Canada, still carried  
American and Canadian excursionists up  
and down Lake Memphremagog, between  
Newport, Vt., and Magog, Que., during  
the summer of 1950. Though she is now  
owned by a firm in Magog, her original  
owner, Capt. A. Clarke of Newport, re-  
mains in command. He reports that she  
eats four cords of slab wood per round  
trip. The smell of her fires is pure  
incense, after diesel fumes.

"Old TI"--Champlain's TICONDEROGA  
--is saved again. In 1950 the Burling-  
ton (Vt.) Junior C. of C., in a fight  
led by SSHSA member Ralph Hill, raised  
\$7,000 to keep her afloat. Now she has  
been sold (1/25/51) to Shelburne Mus-  
eum, Inc., conducted by Mr. and Mrs. J.  
Watson Webb, who plan to continue her  
excursion sailings in 1951.

George Higgins reports from Saint  
John "talk of building a new ferryboat  
for the Millidgeville-Bayswater route  
across the Kennebecasis River," to re-  
place the present 16-year-old diesel  
sidewheeler. All ferries on inland wa-  
ters of New Brunswick are maintained  
by the Province and form part of its  
highway system. Formerly all but farm-  
ers had to pay a fare; but for years  
now everyone has been carried free.

It is now expected that the ferry  
to be built by the Canadian and Nova  
Scotian governments for Yarmouth-U. S.  
service, will make Bar Harbor her west-  
ern terminus. The island town voted  
12/4/50 to buy the Stotesbury estate,  
local showplace, for use as a terminal.

Late in January, the Jamestown-

Newport Ferry Co. suspended operations.  
With GOVERNOR CARR already laid up, the  
newly acquired JAMESTOWN hamstrung by  
Coast Guard refusal to approve her op-  
eration, and HAMMONTON crippled by a  
cracked boiler, Jamestown people were  
isolated from Newport until the Army  
loaned a small craft. On 1/25/51, state  
and local officials reportedly agreed  
on creation of a State Ferry Authority  
to lease the old company's facilities.

The Interstate Navigation Company  
expects that NELSECO II, now at New  
London, will be back on the Newport-  
Quonset run about March 10, and that  
SPRIGG CARROLL will be operating  
Point Judith-Block Island by April 1.

Ed Clark reports that last summer  
he "crossed the St. Lawrence at five  
different points, but saw only one dou-  
ble-ender, the diesel ELMER W. JONES,  
operated by the Brockville-Morristown  
Transportation Co.

"Except for the ancient BEAUHAR-  
NOIS, probably the oldest remaining  
steamboat in all North America, her  
hull having been built in 1846 (SB, vi:6),  
plying between Coteau-du-Lac and De  
Salaberry Island near Valleyfield, Que.,  
all the others are veteran steamboats  
originally from the Quebec-Levis and  
Quebec-Isle of Orleans ferry routes.

"Prescott & Ogdensburg Ferry Co.  
runs JOSEPH DUBRULE a LOUIS PHILIPPE  
and LEVIS, while the diesel tug PRES-  
COTONT handles a car-float between the  
same places for the Canadian Pacific  
Car & Passenger Transfer Co.

"At Quebec are BIENVILLE a McKIE,  
COLBERT a BAXTER, LOUIS JOLLIET, and  
the two closed-in winter ferries CITÉ  
DE QUEBEC and CITÉ DE LEVIS.

"Many miles downstream, RIVIÈRE DU  
LOUP a L'ÎLE D'ORLEANS plies between  
Rivière du Loup on the south shore and  
St. Simeon and Tadoussac on the north,  
for La Compagnie de Traverse Rivière-  
du-Loup Tadoussac."

Ed's journeyings did not take him  
below the mouth of the Saguenay, where  
the most seaward crossings of the St.  
Lawrence are made by the motorships  
JEAN BRILLIANT, MATANE, and RIMOUSKI, of  
La Compagnie de Transport du Bas St.  
Laurent. These are not so much ferries  
as seaworthy little passenger packets  
and supply ships, which will however  
transport a tourist's car as deck  
freight from the end of the north shore  
road at Baie Comeau to the Gaspé ports  
of Rimouski and Matane. The service ex-  
tends below Baie Comeau to a dozen or  
so communities which, lying beyond the  
end of the road, are wholly dependent  
upon water communications.



## High Seas

Stephan Gmelin, Editor  
1 Indian Spring Rd., Cranford, N.J.

### AMERICAN OCEANGOING MERCHANT VESSELS CONVERTED INTO AIR- CRAFT CARRIERS DURING THE SEC- OND WORLD WAR

Compiled by Spanton Ashdown.

#### Abbreviations and Notes:

MC - Maritime Commission  
ST - Seattle Tacoma (builders)  
NDT - National Defense Tanker  
CVE - U.S. Navy Escort Carrier  
BAVG - Same. Earlier designation for carrier  
lend-leased to British

Royal Navy Pendant Numbers are painted on both sides of the hulls of British vessels, just forward of the bridge.



Merchant Name or Hull No., Date, and Type	U.S. Navy No. and Name	FAIRSEA a RIO DE LA PLATA b HMS CHARGER Royal Navy Pendant No. & Name	Disposition or Current Status
MORMACMAIL '40 C-3(M)	CVE-1 LONG ISLAND	---	c NELLY (Panamanian)
MORMACLAND '40 C-3(M)	BAVG-1 ---	D-78 ARCHER	c EMPIRE LAGAN (Br) d ANNA SALEN (Sw)
RIO HUDSON '41 C-3(P&C)	BAVG-2 ---	D-14 AVENGER	Sunk, 11/15/42
RIO PARANA '41 C-3(P&C)	BAVG-3 ---	D-97 BITER	c DIXMUDE (Fr Navy)
RIO DE LA PLATA '41 C-3(P&C)	BAVG-4, later CVE-30	D-28 CHARGER	c FAIRSEA (Pan)
RIO DE JANEIRO '41 C-3(P&C)	BAVG-5 ---	D-37 DASHER	Sunk, 3/27/43
MC #233 '42 C3SA1	BAVG-6 ---	D-24 TRACKER	b CORRIENTES (Arg)
MORMACMAIL '42 C3SA2	CVE-6 ---	D-18 BATTLER	Scrapped, 1947
STEEL ARTISAN '42 C3SA2	CVE-7 ---	D-02 ATTACKER	Flight deck removed
MORMACPENN '42 C3SA2	CVE-8 ---	D-80 b TRAILER	
STEEL ADVOCATE '42 C3SA1	CVE-9 BOGUE	c HUNTER	d ALMDIJK (Dutch) U.S.N. Reserve Fleet
MORMACGULF '43 C3SA2	CVE-10 ---	D-32 CHASER	c AAGTEKERK (Dutch)
MC #178 '42 C3SA1	CVE-11 CARD	---	U.S.N. Reserve Fleet
STEEL ARCHITECT '42 C3SA1	CVE-12 COPAHEE	---	U.S.N. Reserve Fleet
MC #179 '42 C3SA1	CVE-13 CORE	---	U.S.N. Reserve Fleet
MC #197 '43 C3SA2	CVE-14 ---	D-64 FENCER	b SIDNEY (Italian)
MC #174 '42 C3SA2	CVE-15 ---	D-91 STALKER	b RIOUW (Dutch)
MC #234 '42 C3SA1	CVE-16 NASSAU	---	U.S.N. Reserve Fleet
MORMACLAND '43 C3SA2	CVE-17 ---	D-73 PURSUER	Scrapped, 1947
MC #235 '42 C3SA1	CVE-18 ALTAMAHA	---	U.S.N. Reserve Fleet
MC #198 '43 C3SA2	CVE-19 ---	D-12 STRIKER	Scrapped, 1947
MC #236 '43 C3SA1	CVE-20 BARNES	---	U.S.N. Reserve Fleet
MC #237 '43 C3SA1	CVE-21 BLOCK ISLAND	---	Sunk, 5/29/44
MC #238 '43 C3SA1	CVE-22 ---	D-40 SEARCHER	Lancashire Shp. Co.
MC #239 '43 C3SA1	CVE-23 BRETON	---	U.S.N. Reserve Fleet
MC #240 '43 C3SA1	CVE-24 ---	D-70 RAVAGER	b ROBIN TRENT (U S )
MC #241 '43 C3SA1	CVE-25 CROATAN	---	U.S.N. Reserve Fleet
ESSO TRENTON '39 (NDT)	CVE-26 SANGAMON	---	Hillcone SS. Co.
MARKAY '39 (NDT)	CVE-27 SUWANEE	---	U.S.N. Reserve Fleet
ESSO NEW ORLEANS '39 (NDT)	CVE-28 CHENANGO	---	U.S.N. Reserve Fleet
SEAKAY '39 (NDT)	CVE-29 SANTEE	---	U.S.N. Reserve Fleet
RIO DE LA PLATA	CVE-30 ..... See BAVG-4, above.....		
MC #242 '43 C3SA1	CVE-31 PRINCE WILLIAM	---	U.S.N. Reserve Fleet
MC #243 '43 C3SA1	CVE-32 CHATHAM	D-26 SLINGER	c ROBIN MOWBRAY (US)
MC #244 '43 C3SA1	CVE-33 GLACIER	D-51 ATHELING	c ROMA (Italian)
MC #245 '43 C3SA1	CVE-34 PYRUS	D-98 EMPEROR	Scrapped, 1947
MC #246 '43 C3SA1	CVE-35 BAFFINS	D-01 AMEER	c ROBIN KIRK (US)
MC #247 '43 C3SA1	CVE-36 BALINAS	D-38 BEGUM	c RAKI (Dutch)



MC #248 '43 C3SA1	CVE-37 BASTIAN	D-09 b LUCIFER c TRUMPETER	d ALBIASSERDIJK (Du) Scrapped, 1947
MC #249 '43 C3SA1	CVE-38 CARNEGIE	D-42 EMPRESS	c REMPANG (Dutch)
MC #250 '43 C3SA1	CVE-39 CORDOVA	D-62 KHEDIVE	c LANCERO (Arg)
MC #251 '43 C3SA1	CVE-40 DELGADA	D-90 SPEAKER	Constr. total loss, 8/22/44. Scrapped
MC #252 '43 C3SA1	CVE-41 EDISTO	D- NABOB	c RHODESIA STAR (Br)
MC #253 '43 C3SA1	CVE-42 ESTERO	D-23 PREMIER	c SALTA (Argentine)
MC #254 '43 C3SA1	CVE-43 JAMAICA	D-21 SHAH	c ALMKERK (Dutch)
ST #39 '43 C3SA1	CVE-44 KEWEENAW	D-07 PATROLLER	c DRENTE (Dutch)
ST #40 '43 C3SA1	CVE-45 PRINCE	D-10 RAJAH	c FRIESLAND (Du)/(Br)
ST #41 '43 C3SA1	CVE-46 NIAN TIC	D-03 RANEE	c GREYSTOKE CASTLE
ST #42 '44 C3SA1	CVE-47 PERDITO	D-85 TROUNCER	Constr. total loss, 1/15/45. Scrapped
ST #43 '43 C3SA1	CVE-48 SUNSET	D- THANE	c ROEBIAH (Dutch)
ST #44 '43 C3SA1	CVE-49 ST. ANDREWS	D-19 QUEEN	Scrapped, 1947
ST #45 '43 C3SA1	CVE-50 ST. JOSEPH	D-72 RULER	c CORACERO (Arg)
ST #46 '43 C3SA1	CVE-51 ST. SIMON	D-31 ARBITER	c ARTILLERO (Arg)
ST #47 '44 C3SA1	CVE-52 VERMILLION	D-55 SMITER	c MUNCASTER CASTLE
ST #48 '44 C3SA1	CVE-53 WILLAPA	D-79 PUNCHER	(British)
ST #49 '44 C3SA1	CVE-54 WINJAH	D-82 b SMITER c TRUMPETER d REAPER	e SOUTH AFRICA STAR (British)



INDEPENDENCE' Maiden Sailing --CBM

Debut. At high noon, Saturday, February 10, the new queen of the Mediterranean services, American Export's INDEPENDENCE, backed into the North River for her maiden voyage. Billed as the fastest in regular Mediterranean work, she has a cruising speed of  $22\frac{1}{2}$  knots. As she sounded a magnificent cellar-bass blast for casting off, a line official expressed relief that she had a voice befitting her size and station. Apparently there has been some embarrassment over the feeble vocalizing of the new "Aces." It has been announced that CONSTITUTION, sister of the new queen, must delay her debut until summer, because of metal shortages.

Sales, New Names, etc. Isbrandtsen has purchased two more Victory ships: CALVIN VICTORY (1945), now b COLUMBIA HEIGHTS, and BATES VICTORY (1945), now b REMSEN HEIGHTS. The same firm has also acquired the last 4 units of Isthmian's prewar fleet, STEEL INVENTOR, STEEL RANGER, STEEL MARINER, and ANNISTON CITY (all blt. 1920), and will rename them. Lykes has purchased 3 Victory ships: DOUGLAS VICTORY, to be b LESLIE LYKES; ANADARKO VICTORY, to be b

CHARLOTTE LYKES; and DICKINSON VICTORY, for which no new name has been chosen. States SS. Co. has purchased BILLINGS VICTORY (1945), now b WASHINGTON. Texas Co. has renamed the T-2 tankers purchased several years ago with state names, to fit their convention. These are BUENA VISTA (1943) b WYOMING, CHURUBUSCO (1943) b MINNESOTA, CONTRERAS (1943) b WASHINGTON, SOUTH MOUNTAIN (1944) b MISSISSIPPI, VERA CRUZ (1943) b MARYLAND, WILLIAMSBURG (1944) b NEVADA, KERNSTOWN (1944) b LOUISIANA, HUBBARDSTON (1944) b ALABAMA, and TORRANCE HILLS (1945) b WISCONSIN.

Scuttlebutt. SCHUYLER OTIS BLAND, prototype of an improved C-3 design, was launched Jan. 30 at Pascagoula, Miss. She will have a speed of  $18\frac{1}{2}$  knots. Meanwhile, the Maritime Administration has opened bids on a larger type, about 525' long. Newport News was low bidder on construction of the first five.... The bell from the old Cunard PARTHIA (1870) b VICTORIA, has been presented by the Alaska Line, her present owners, to the Cunard Line, and installed on the ship's namesake, built 1947.... GEORGE WASHINGTON (1908), ex-German liner which took President Wilson to Europe and was later in U. S. Lines service, reached Curtis Bay, Baltimore, for scrapping, 2/13/51. She was virtually destroyed by fire in January while laid up at Hawkins Point. The nearby EDMUND B. ALEXANDER a AMERIKA b AMERICA was towed to safety.... ATZMAUT (1901) a EL VALLE b PAN CRESCENT, ex-Morgan Liner, now of Israeli register, is sold for scrapping. Her sister COMMEIOT (1901) a EL DIA b PAN YORK, is still serving under the Israeli flag.



## Great Lakes

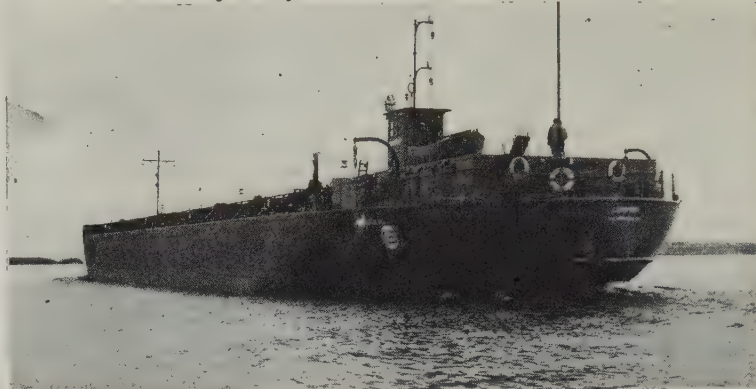
Inland Steel Company's ore carrier PHILIP D. BLOCK is being lengthened 72' at South Chicago, and having other work done. She will be 672' long (only six feet shorter than WILFRED SYKES), and will carry 46,000 tons more per season.

The Cleveland Cliffs Iron Co. has purchased NOTRE DAME VICTORY, now at Baltimore, from the Federal Maritime Administration. Now 454' long, she will be lengthened 165' at Bethlehem's Key Highway Yard, have her cabins altered, and come to the Lakes up the Mississippi. She should be in service by July 1.

Under a recent Act of Congress allowing Great Lakes operators to buy 10 surplus ships to revive package freight service, the Maritime Administration has sold, from the James River fleet, MARINE STAR, LOUIS McHENRY HOWE, SCOTT E. LAND, and MT. MANSFIELD. Buyers are Wisconsin-Michigan S.S. Co. of Milwaukee and Nicholson Universal S.S. Co. of Detroit.

The keel for a 640' ore carrier has been laid at Midland, Ont., for the Upper Lakes & St. Lawrence Transportation Co., Ltd. This company, which operates 23 steamers and 5 barges, has never previously built a steamer, having purchased all its vessels.

Boland & Cornelius of Buffalo will have a 627' self-unloader built by the Manitowoc Shipbuilding Co. at a cost of \$6,000,000, to be ready for the season of 1953. The same firm has sold its former 43% interest in Sarnia Steamships, Ltd., and Colonial Steamships, Ltd., to Capt. R. Scott Misener, giving him virtually 100% ownership of the two companies, of which he is already president and general manager.



The Barge G-1 and the towboat, Carport are shown coupled together on trial  
--Courtesy The Waterways Journal

What will be the largest vessel on the Great Lakes--690' long--has been ordered by the National Steel Corporation from the American Shipbuilding Co. To be launched in the summer of 1952, she will carry 21,000 tons per trip, have a speed of 16 m.p.h. loaded, and make 46 round trips a season.

The new tug CARPORT and tanker barge G-1 went into service between Chicago and New York City, via Buffalo, late in 1950. This is probably the first instance in history of a barge being pushed, instead of pulled, on the Great Lakes. G-1 has a V cut into the stern, large enough to accommodate 4/5 of the tug's length. Quarters for the crew of 15 are on the tug. The unit is 309' (over all) x 43'6" x 21', and, at a maximum draft of 16', carries 3400 tons at a speed of 9 to 10 m.p.h., loaded.

## Inland Rivers

Two major river dates of the past quarter were January 1, when Donald T. Wright observed his 30th anniversary as editor of The Waterways Journal, and February 9, when Capt. William H. Leyhe --Captain Buck, to his many friends and admirers (see p. 22)--celebrated his 78th birthday. Congratulations to them both.

The Greene Line DELTA QUEEN left Cincinnati for the Mardi Gras 1/27/51, to open her 1951 season. She will run 5 more New Orleans trips, 2 June cruises to Sheffield, Ala., weekly summer trips to Kentucky Lake, and a Labor Day jaunt to the Ox Bow Bends of the Ohio.

On 1/14/51, the C. & O. Ry., with ICC blessing, abandoned its Ohio River ferry between Ripley, O., and So. Ripley, Ky. Instead, trucks and busses

will use a nearby bridge. Thus, while C. & O. expands one marine service (SB, vii:94), it drops two. In tons, its new Lake Michigan carferries will far outweigh VIRGINIA, WAUKETA (p. 16), and H. & C. FERRY, its diesel Ohio sternwheeler; but the Ohio River and Hampton Roads will still be the poorer.

Early in January, Crain Brothers' steam towboat I. LAMONT HUGHES came out of overhaul with a new white paint job and a new name, ALLEGHENY, inherited from the sternwheel steamer which the company laid off in 1950. Another steam towboat, the sternwheel WENONAH a LITTLE CLYDE, which for years towed the Menke showboat GOLDENROD, was purposely burned south of East St. Louis, 2/5/51, to pre-

(continued on page 24)

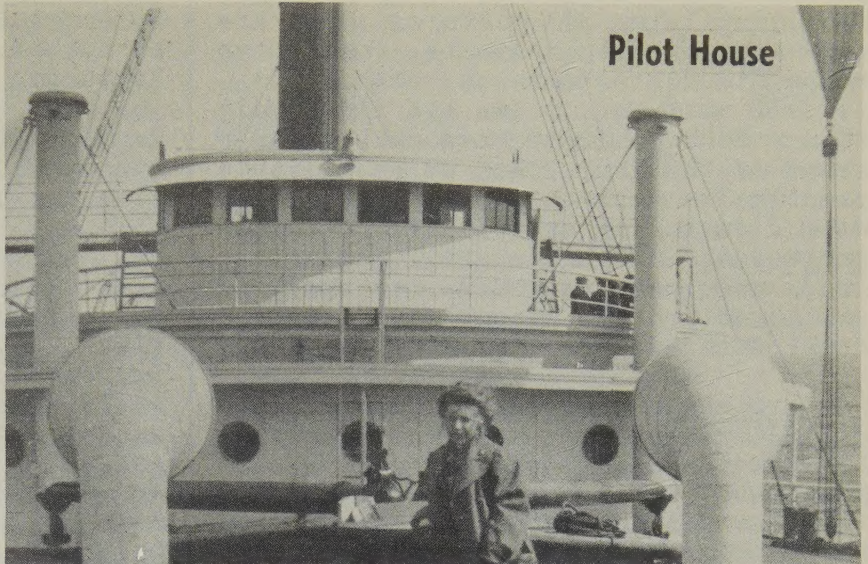


## STEAMBOAT BILL OF FACTS

A publication relating primarily to North American steam and other power-driven vessels, past and present.

No.37 March,1951 VIII:1

Issued to promote and coordinate the activities of historians and collectors, by the Steamship Historical Society of America, Inc. The success of Steamboat Bill depends on the sustained cooperation of SSHSA members. Opinions expressed by authors are not necessarily those of the editors. Subscription is by SSHSA membership. Single copies, 75¢.



CITY OF SAVANNAH, bound south in April, 1909

--Photo by Roland P. Carr

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Regional Editors as Indicated in Their Sections

It will be noted that our front-page banner this time carries (courtesy of Fred Way) a cut of a Mississippi packet in place of the traditional BAY STATE woodcut. Since this is the magazine of all North American steam navigation, it seems to us a good idea to vary our headline so as to depict, over a succession of issues, at least the major types of steamers which this continent has known. We shall welcome contribution of other cuts of this sort--an early ocean liner, a typical Great Lakes or far western steamer, a ferryboat. Woodcuts or line engravings are all that can be accommodated to our printing process. The picture need be of no particular vessel, so long as it is a good representation of a type. The nineteenth century will probably have to be stressed, since that was when such cuts flourished most luxuriantly in advertising. Fred has given us a good start. Who will follow his lead?

**Reviews**

Steamboat Lore of the Penobscot (4th Ed.), by John M. Richardson. Privately published by Author, c/o Rockland (Me.) Courier-Gazette, 1950. 208 pp. Ill. \$6.00 to SSHSA members; \$7.00 to others.

When a book has become the "standard work" in its field, and its author the leading authority on the subject, it is a bit hard to know what to say, even about a splendid new edition. It is the book, and that is that! In ten years, Steamboat Lore has gone through three editions and two other printings. Always it has become more definitive, better illustrated, meatier, and saltier. Things long ago reached the pass

where, on a question of Penobscot steamboating, one consulted Richardson first--and usually last.

Here, now, is the fourth edition. It has the same trim blue-and-silver cover, the same nostalgic dust wrapper of "the Bangor Boat" in the Narrows, the same frontispieces of Capt. Rawley and his BELFAST. But it is not the same book. In preparing this edition (which he calls the last), John Richardson has not only added to a full cargo, but gone to seamanlike pains to make all shipshape. Text and indexes have been cast in a form as nearly final as possible. But the glory of this book is its pictures. "Illustrated" is



an inadequate adjective for a 208-page book containing 305 pictures. Many are new--many are replacements for others which did not satisfy the author.

If this is to be the final edition, John couldn't have quit farther ahead of the game. But we're a little skeptical. All this began, remember, with a series of articles in the Courier-Gazette. John is still newspapering, and we note that his sheet is still publishing steamboat articles. We'll wait and see--and hope. --CBM

Way's Directory of Western Rivers Packets (1950 Edition), by Frederick Way, Jr. Privately published by Author, 121 River Ave., Sewickley, Pa. 366 pp. \$8.00

Few men are owed a larger or more varied debt of thanks, by rivermen, marine historians, steamboat fans, and casual readers who are none of these, than Fred Way. His Log of the BETSY ANN and Pilotin' Comes Natural did for the Twilight of the Packets what Sam Clemens did for their heyday, and Dick Bissell promises to do for the towboat era. His Steamboat Photo Co. has enabled all collectors to draw on his massive accumulation of western river pictures. His annual Inland River Record is an indispensable guide to modern river craft. And his Directories--both packet and towboat--have become equally fundamental sources of data on steamboats of the past.

The Directories are catalogs of Steamboat Photo's negatives; but, by inserting a thumbnail biography of each vessel, Captain Way has converted them into historical encyclopedias. The current edition of his Packet Directory is not at all a reissue of that of 1944. He has rewritten or rearranged most entries, made room for additional matter by devising new symbols and abbreviations, and renumbered all pictures. A rough hint of the amount of new material is that the new edition has 75 more pages than the old--70 in the main section, "Boat Listings." Other listings are "Towns and Places," "Treasure Chest," "Showboats," "Gunboats," and "Cabins and Crews." There are also an Introduction and an Index of Persons.

This is a magnum opus in every sense. Virtually everything about it except the binding is the single-handed product of Fred's talents. Unfortunately, it was published in an edition of only 450 copies. A word to the wise...! --CBM

(Note: The 1950 edition of Inland River Record is also available from Capt. Way, at \$3.00 a copy.)

A History of the Eagle Packet Company, by Roy L. Barkhau. Privately published by Author, 706 Ervin Terrace, Dayton, Kentucky, 1951. 46 pp. Ill. \$1.00.

Roy L. Barkhau, assistant president of Greene Line Steamers, Inc., of Cincinnati, and SSHSA member, has taken time out to do a notable book. Roy, with his flair for steamboatin' history, has been rubbing elbows for the past several summers with the surviving officer of the once-famed Eagle fleet, Captain W.H. (Buck) Leyhe. The two have shared office space in the Eagle Boat Store at St. Louis--Captain Buck running the store and Roy busy as passenger agent for the tourist steamer GORDON C. GREENE. It was a happy combination. In the evening, and on weekends, they propped their feet on old furniture, surrounded with framed photographs of the old Eagle Packet sidewheelers and sternwheelers, and brought the past into focus.

The result is Roy's book, sorting out the confusions which have long plagued river historians, for Eagle Packet had two boats named GREY EAGLE, three named CAPE GIRARDEAU, four named SPREAD EAGLE, and various and sundry other boats, all related, crossbred, and intermixed. Moreover, Eagle Packet started in 1861 in packet trades above St. Louis, extended operations to the Illinois River, commenced operating below St. Louis in 1894, and by 1904 entered the excursion business. Their last boat was the tourist steamer GOLDEN EAGLE, which was retained in the Leyhe family until 1946.

The story of all these "deals" flows along under Roy's expert pen, a complexity patiently unsnarled and handled with a gentle touch. The book is copiously illustrated with good steamboat photographs, many from Captain Buck's private files. Also there are portraits of Commodore Henry Leyhe and Captains William, "Buck," Henry W., and Harry Leyhe. I don't recall Roy's mentioning that this good old German name is pronounced "lye." The book is excellently lithographed by Young and Klein, Inc., of Cincinnati, on slick-stock paper with durable paper cover.

One may hope that this book meets a successful reception, thus prompting the author to do other similar jobs. Roy has the knack. His real forte, a job he must someday do, is the operational story of the packets serving between Cincinnati and Louisville, best known as the "Mail Line trade." He knows the background of that story better than any other man alive. --FW, Jr



A Stretch on the River, by Richard Bissell. Boston, Little, Brown & Co., 1950. 242 pp. \$2.75.

Steamboat history and news are regular fare in Steamboat Bill. But history rarely (and news almost never) tells the whole story of what it is, or has been, like to live and work on a boat--to know its people, do its chores, eat its food, talk its lingo, and feel, ultimately, real pity for whatever species inhabits the near or distant shores which always move past. This book is fiction. Merchant Vessels of the U. S. does not list the diesel towboat INLAND COAL. Its people are carried on no crew roster or list of licensed personnel. But it tells more about river life today than you are likely to find in many times its bulk of non-fiction. It is true in a way that non-fiction often is not. The author has been there.

Mr. Bissell--we ought to say Captain Bissell--has towboated in both steam and diesel, and holds a pilot's license on the Mississippi and its two main tributaries. He is now "retired" from the river in Dubuque, Iowa--but, like his characters, may have failed to

escape from it (see next page).

This is his first book, though he has previously had two river stories, and some of these chapters, in The Atlantic. It has some first-book faults. It can be self-consciously clever and ostentatiously lurid, but it is neither very often. For the most part, it is a near-masterpiece. Its author will outgrow the faults, but he will not often surpass the vividness and penetration of the best passages here. These are too many to list, but the starred sections are bound to include his descriptions of making tow in the dark at Alton, passing the big steamer ALEXANDER MACKENZIE "with a whole riverful of empties in front of her," working through Keokuk Lock at night in the rain, and cutting a new jackstaff on a river island in the sun. On a broader scale are his masterly running characterizations of Shorty the deckhand, Joe the second mate, and Jim Sargent the captain--not to mention Bill Joyce's booklong transformation to a riverman.

The author is now writing The Monongahela for the Rivers of America series. Readers of A Stretch on the River will find it hard to wait. --CBM

Railroads Down The Valleys, by Randall V. Mills. Palo Alto, Cal. (Pacific Books), 1950. 151 pp. Ill. \$3.50.

In this book, Professor Mills (SSHSA member) has produced an interesting companion volume to his Stern-wheelers Up Columbia (SB, v:47). Telling the story of the short line railroads of Oregon as they grew with the country, it effectively complements Stern-wheelers to round out the picture of Oregon's development.

Steamboats are mentioned only casually, as they tie in with rail operations; except for some Yaquina Bay notes, no vessels are mentioned which are not covered more fully in the first book. Our many members who double as railfans, though, will find interesting accounts of little-known small lines. The Southern Pacific and other big systems are ignored; the lines covered are: Walla Walla & Columbia River; Oregon Pacific, later Corvallis & Eastern; PEPCO and predecessor companies; Oregon & South Eastern, later Oregon, Pacific & Eastern; and the City of Prineville Railway. (Bet you Eastern railfans never heard of those!)

Incidentally, Buster Keaton's movie Roaring Rails, based on the famous Andrews Raid, was made on the O.P. & E., and the story of its making is told at some length in this book. --JW

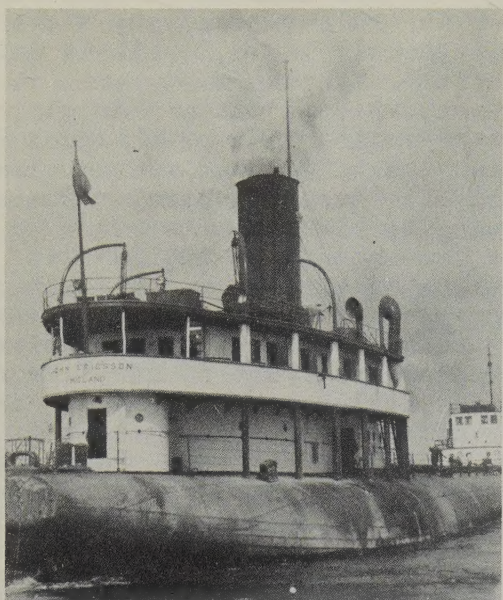
Contrary Country, by Ralph N. Hill. New York, Rinehart & Co., 1950. 292 pp. Ill. Index and bibliography. \$3.75.

Mr. Hill's second book (The Winoski, Rivers of America series, was his first) offers the reader a fascinating "Chronicle of Vermont." Although steamboat history is not its paramount intent, there is a splendid chapter on steam navigation of Lake Champlain, as well as considerable data concerning the early experiments of Samuel Morey. Mr. Hill, an SSHSA member, has done a terrific amount of research and has written an extremely interesting history of his native state.

Biographical sketches of notables who came from Vermont comprise a major part of the book. No history of Vermont would, however, be complete without an account of the Lake Champlain steamboats. It may be news to some that the first steamboat built after Fulton's CLERMONT was VERMONT, which was operated in 1809 on Champlain waters. She ran for six years on the lake, until in 1815 her connecting rod broke, putting a hole through the hull and causing her to sink in the Richelieu River, a few miles north of the border. Mr. Hill furnishes us with interesting history on the early steamboats of the lake, including some incidents which have not heretofore appeared in print. --EAP



**Heard On The Fantail** Send FANTAIL views, reminiscences, news of members, and notes on operation to Jay Allen, Saffier Court 2, Urbana, Illinois.



Editor Brad Mitchell has sent out a call for more contributions concerning the Great Lakes, Mississippi Basin, and West Coast--"the first two areas in particular." So get busy, you specialists of those areas. And the term "specialist" as here meant includes those who may have a knowledge of only one boat, steamboatman, or even one incident of interest. To set a good example, our Fantail view is from the Great Lakes, contributed by Clarence Berg. He tells us JOHN ERICSSON is one of only two whalebacks remaining on the Lakes. She is of Canadian registry, and was downbound at the Soo when this photo was taken, about 1946.

To continue our good example, here is a Mississippi item from the Chicago Sunday Tribune Magazine of Books for July 9, 1950: "Described as 'the only coal-burning, high-pressure, non-condensing sternwheel steamboat of its type left on inland waters,' the AQUILA will be the scene of an unusual party today.... It [or she] will leave Dubuque, Ia., at noon for a short cruise on the upper Mississippi.... The party has been arranged by Capt. Richard P. Bissell of Dubuque in honor of the publication... of his novel A Stretch on the River. 'This is her...only

trip carrying passengers,' the captain says, 'and the only opportunity for unlicensed persons to inspect while in actual operation a genuine old-timer of the exact style that made the Mississippi steamboat famous the world over.' In keeping with the period indicated he further announces [or warns] that the passengers shouldn't 'play games of cards for stakes with strangers' and that they will be 'expected to assist in wooding up on call.'"

Can any Fantailer give us details of this boat or this trip?

Raymond Goodspeed noticed in last September's "Fantail" that Daniel Rile "was sort of looking for a good broadside of the ALBANY as she was most of her life." So he sent us the postcard below--a card mailed in 1906.

Note in the Exchange Echoes of the Urbana Exchange Club, January 17: "Jay Allen's card from Newton Center, Mass., dated Sept. 3, just came. Meetings of the Steamship Historical Society were held on board ship while they proceeded up the coast as far as Bangor, Maine." Would that they were! This just shows that an editor can't even relax on a vacation postcard! See you in June. --STEAMBOAT BILL

#### INLAND RIVERS (cont. from p. 20)

vent her becoming a navigational hazard.

At least 10 new towboats, all diesel, have joined river fleets in recent weeks, and at least 7 more are on the ways, in what some say will be a peak year for such construction. Newcomers include (name--owner--horsepower): MT. VERNON, Jeffboat & Cooper-Bessemer, 2100; R.E. REED, Wheeling Steel; MATHIES and ARKWRIGHT, Pittsburgh Consolidation Coal, 1066; CRUCIBLE, Crucible Steel, 1066; SHANNOPIN, Jones & Laughlin, 1066; MONESSEN, Hillman Coal & Coke, 250; BEAUREGARD, Bull Towing, 260; JOAN MAHER, Russell Maher, 1200; and the hawser tug CARINTHIA, Olympic Towing, 900.

